

WARREN COUNTY BOARD OF SUPERVISORS

COMMITTEE: PUBLIC WORKS - *DPW; PARKS, RECREATION & RAILROAD*

DATE: MAY 30, 2013

COMMITTEE MEMBERS PRESENT:

SUPERVISORS BENTLEY
MERLINO
CONOVER
WOOD
TAYLOR
FRASIER
DICKINSON
MASON
MONTESI

OTHERS PRESENT:

JEFFERY TENNYSON, SUPERINTENDENT OF PUBLIC WORKS
KEVIN HAJOS, DEPUTY SUPERINTENDENT OF PUBLIC WORKS
JIM LIEBERUM, DISTRICT MANAGER, WARREN COUNTY SOIL & WATER
CONSERVATION DISTRICT
KEVIN GERAGHTY, CHAIRMAN OF THE BOARD
PAUL DUSEK, COUNTY ADMINISTRATOR
MARTIN AUFFREDOU, COUNTY ATTORNEY
FRANK THOMAS, BUDGET OFFICER
JOAN SADY, CLERK OF THE BOARD
SUPERVISORS KENNY
STRAINER
VANSELOW
LEXIE DELUREY, DIRECTOR, REAL PROPERTY TAX SERVICES
JULIE PACYNA, PURCHASING AGENT
MIKE SWAN, COUNTY TREASURER
DAN SMITH, LEGAL COUNSEL FOR NORTH CREEK WOODWORKING, INC.
JOHN STROUGH, COUNCILMAN, TOWN OF QUEENSBURY
DON LEHMAN, *THE POST STAR*
THOM RANDALL, *ADIRONDACK JOURNAL*
AMANDA ALLEN, DEPUTY CLERK OF THE BOARD

Mr. Bentley called the meeting of the Public Works Committee to order at 9:30 a.m.

Motion was made by Mr. Montesi, seconded by Mr. Dickinson and carried unanimously to approve the minutes of the prior Committee meeting, subject to correction by the Clerk of the Board.

Privilege of the floor was extended to Jeffery Tennyson, Superintendent of Public Works, who distributed copies of the DPW agenda to the Committee members, a copy of which is also on file with the minutes.

Commencing the agenda review, Mr. Tennyson announced the first two items listed pertained to the Overtime and Fuel Reports which were included on agenda pages 1 and 2. He said there was nothing unusual to note on the Overtime Report, but pointed out that the Fuel Report indicated the Public Works Division was under budget by approximately \$54,000 for 2013.

Mr. Tennyson advised the next agenda item called for discussion on the West Brook Road on-street parking. He proceeded to provide a brief outline of conversation held at the May 28th meeting of the Park Operations & Management (*O&M*) Committee essentially relating to unauthorized parking along the shoulders of West Brook Road, which were clearly marked as no parking areas, that was impacting sedimentation control and interfering with the flow of traffic. Mr. Tennyson noted that during the summer months, cones and barrels were typically placed along the shoulder of West Brook Road to discourage parking; however, he said, the cones and barrels could be easily moved or run over by persistent motorists seeking a place to park. He advised that although enforcement of the parking violations was left to the Town of Lake George, the County would need to determine a permanent solution to the problem as the area in question was comprised of County-owned ROW (*right of way*). Mr. Tennyson said two options available would be to either install curbing that would physically prevent parking, or construct a parking lane which would allow collection of additional parking revenues. He advised that upon discussion by the Park O&M Committee, this matter had been tabled pending review by the County Attorney because there was some question as to who would receive the

funds collected from a new parking lane. Mr. Tennyson explained that by Law, the Town of Lake George was authorized to collect parking revenues for any on-street parking; however, the Conservation Easement associated with the former Gaslight Village property called for any parking revenues collected for on-street parking along West Brook Road to be contributed to maintenance costs associated with the environmental park.

A lengthy discussion ensued, during which Mr. Dickinson apprised that the ability to collect parking revenues was pivotal to the Town of Lake George's offer to buy back into the Park Project. He said he had asked the Town's Legal Counsel to make a determination as to whether the revenue regulations included in the Conservation Easement would stand, in light of the fact that the Town of Lake George had sold its interest in the Park Project, but he had yet to receive a response. Mr. Dickinson suggested that the matter be tabled until the requested information was received and a proposal was made by the Town of Lake George. To alleviate this issue, Mr. Bentley questioned whether there was sufficient ROW available to construct a second municipal parking lot on West Brook Road in the area where the parking lane was being proposed and Mr. Tennyson responded that there was not; Mr. Tennyson explained that parking on West Brook Road would simply be a parking lane and therefore he believed it would be considered on-street parking. Mr. Tennyson further explained that the West Brook Parking Lot on the other side of West Brook Road was considered a parking lot because it was separate from the highway ROW and on a district County parcel. Mr. Dickinson disagreed with Mr. Tennyson's opinion. Mr. Montesi questioned the estimated cost of the parking lane construction, and Mr. Tennyson advised it would cost approximately \$160,000 to construct the parking lane and install parking meters. Mr. Tennyson further advised that the annual income from the parking lane was estimated to be approximately \$30,000 per year, allowing the construction costs to be recouped over about five years, assuming that those funds did not have to be contributed to maintenance of the environmental park, as per the Conservation Easement. When Mr. Montesi stated a concern that the County should not be expected to fund the construction of the parking lane if the Town of Lake George would receive all of the parking revenues, Mr. Dickinson indicated that part of the proposal being considered by the Town of Lake George would include their assuming the construction costs associated with the parking lane. Following additional discussion, the Committee subsequently determined this issue should be tabled pending a determination by the Legal Counsel for the Town of Lake George and a possible proposal for the Town to buy back into the Park Project.

Before proceeding with the agenda review, Mr. Tennyson apprised that Jim Lieberum, District Manager for the Warren County Soil & Water Conservation District, was in attendance to provide an update on the Draft 2012 MS-4 Annual Report. Mr. Lieberum stated that at the May 17th Board Meeting he had announced the Draft 2012 MS-4 Annual Report was available at both the Soil & Water and DPW Offices, as well as on Soil & Water and County websites for review and comments. He continued that as of 9:00 a.m. that morning, no questions on the Report had been submitted. Since there had been no inquiries, Mr. Lieberum advised all that was left to be done to finalize the Report was for the Chairman of the Board to sign it. Mr. Montesi questioned whether a resolution was necessary to authorize the Chairman of the Board to execute the Report and Joan Sady, Clerk of the Board, replied that she believed in the past the minutes of the meeting reflecting committee consensus had been sufficient to authorize the Chairman's signature. Martin Auffredou, County Attorney, noted if it was later determined that a resolution was necessary, the Committee could take action to ratify the Chairman's signature at their next meeting. Mr. Montesi stated his recommendation that the Chairman of the Board sign the MS-4 Annual Report, and there were no objections from any of the other Committee members. *A copy of the executed Certification Statement for the MS-4 Report, as signed by Chairman Geraghty, is on file with the meeting minutes.*

Addressing another issue which was not included on the agenda, Mr. Tennyson introduced Dan Smith, Legal Counsel for the North Creek Woodworking Shop, who was in attendance to request acquisition of a section of County-owned property. Copies of a survey map outlining the North Creek Woodworking, Inc. parcel, as well as contiguous properties, were distributed to the Committee

members, a copy of which is on file with the meeting minutes. Mr. Smith proceeded to review the map, pointing out the section of property his clients currently owned, as well as the section they hoped to acquire from the County. He indicated that his clients had been renting their building to Iowa Pacific Holdings, LLC, in connection with railroad operations, and they would now like to sell the building to them, but they did not have clear title to all of the land it was located on; therefore, he said, they were seeking to purchase property from the County to finalize the transaction. Mr. Smith stated that his clients clearly understood that the County would need to undertake an appraisal process to determine the value of the property before they would consider the sale. Mr. Auffredou advised that he was aware of the situation and had contacted Lexie Delurey, Director of Real Property Tax Services, to obtain a value for the property in question. Ms. Delurey confirmed that she had visited the property and advised it would take about two weeks to complete her study and determine a property value. Mr. Auffredou indicated that through this process, Mr. Smith had been very cooperative and had provided any assistance requested of him. Mr. Tennyson commented that before the property could be conveyed, they would need to declare the property as surplus and determine a value for Mr. Smith's clients to purchase it. Speaking as the Supervisor of the Town of Johnsburg, where the property was located, Mr. Vanselow commented that the North Creek Wood Working Shop building was a bit of an eyesore and this would be a way to clean the property up for aesthetic purposes.

Following further discussion, motion was made by Mr. Conover, seconded by Mr. Dickinson and carried unanimously to authorize Mr. Auffredou and Ms. Delurey to continue the process to determine a value for the section of property Mr. Smith's clients desired to acquire, with the appraisal to be presented at a future Committee meeting.

Returning to the agenda review, Mr. Tennyson directed the Committee members to page 5 which included a request to authorize a license agreement with the Village of Lake George for landscaping and maintenance of the County ROW located at the corner of Canada Street and Beach Road, directly in front of the Village Visitor's Center. He said the Village had originally requested that the ROW be conveyed to them, but he advised he was not comfortable declaring the parcel to be excess ROW because it was located near a major intersection with a State highway which might need to be widened in the distant future. A photo of the ROW area was circulated amongst the Committee members, a copy of which is on file with the meeting minutes.

Motion was made by Mr. Conover and seconded by Mr. Dickinson to approve the request.

Mr. Conover noted that flowers and grass had been planted in the ROW area and he asked if the Village would maintenance them; Mr. Tennyson replied affirmatively and noted that any plans for future plantings or hardscape alterations would be presented to him for approval. Mr. Montesi questioned whether the agreement would be limited to a certain number of years and Mr. Tennyson advised the agreement would renew annually, unless it was revoked. He added that essentially, as long as the Village continued to maintain the property and there was no impact to the adjacent highway, he did not foresee a reason for the agreement to be revoked.

With respect to the Beach Road Reconstruction Project, Mr. Dickinson commented that the DPW had done an outstanding job, regardless of all the disruptions that had occurred during the course of reconstruction. He stated that he sincerely appreciated all of the efforts put forth and felt the reconstructed Beach Road would be an asset to the community. Mr. Tennyson thanked Mr. Dickinson for his comments, noting that the reconstruction of Beach Road was a complicated project. Mr. Tennyson credited Kevin Hajos, Deputy Superintendent of Public Works, and his staff for maintaining the continuity of the Project and making daily site visits. He concluded that although this Project had a number of issues, all had been resolved and it was now nearing completion.

There being no further discussion, Mr. Bentley called the question and the aforementioned motion to approve a license agreement with the Village of Lake George was carried by unanimous vote, thereby authorizing the necessary resolution for the June 20th Board meeting. *A copy of the request is on file*

with the minutes.

Mr. Tennyson announced that the next four agenda items related to the Beach Road Reconstruction Project and he proceeded to outline them as follows:

- Page 6 - Request to amend Resolution No. 197 of 2012 to correct the dollar amount included in the NYSDOT (*New York State Department of Transportation*) Supplemental No. 5 Agreement for the Beach Road Reconstruction Project;
- Page 7 - Request to amend the existing grant with NYSDOT to include Supplemental Agreement No. 7 for the Beach Road Reconstruction Project in an amount not to exceed \$431,676;
- Page 16 - Request to increase Capital Project No. H277.9550 280, CR51/CR6 Beach Road Reconstruction Project in the amount of \$951,096.53 to cover Change Orders 1, 2, 4, 5 and 6; and
- Page 17 - Request to amend the existing contract with Kubricky Construction Corp. in an amount not to exceed \$848,023.54 to process change orders for the Beach Road Reconstruction Project.

With reference to the request to amend Resolution No. 197 of 2012, Mr. Tennyson explained that the resolution was written based on information provided in an unsigned version of the NYSDOT grant agreement and he advised that when the executed document was subsequently received, the figures had changed, necessitating a change in the resolution, as well. He further explained that the Treasurer's Office did not book the grant money until they received a formal obligation statement from NYSDOT, so the actual amount of money received was not affected by this error.

Mr. Tennyson explained that the majority of the additional expenses involved with the Beach Road Reconstruction Project related to utility impacts. He noted that Beach Road was an old highway with a lot of poor records from the standpoint of utility work done over the years and, as was normal with Federal Highway projects, if construction impacted a town or village's utilities, grant funding would be provided to sustain relocation or replacement of those utilities. Mr. Tennyson confirmed that Village utilities had been impacted throughout the Beach Road Reconstruction Project which were not anticipated as part of the construction design work. He concluded that these were legitimate, although unanticipated, expenses that had been submitted to and approved by NYSDOT and the Federal Highway Administration for inclusion in the grant funding for the Project.

Motion was made by Mr. Conover, seconded by Mr. Dickinson and carried unanimously to approve all four of the requests, as outlined above. The necessary resolutions to amend Resolution No. 197, as well as the existing grant agreement with NYSDOT and the contract with Kubricky Construction, were approved for the June 20th Board meeting, while the request to increase Capital Project No. H277.9550 280 was referred to the Finance Committee. *Copies of all four requests are on file with the minutes.*

Continuing, Mr. Tennyson advised that agenda pages 18-21 encompassed four Personnel requests, which he outlined as follows:

- Page 18 - Request to create the new position of Motor Equipment Operator Light #27, Grade 5, Annual Base Salary of \$26,370, and delete the position of Working Supervisor #3, Grade 6, Annual Base Salary of \$34,557, effective June 24, 2013, thereby amending the Departmental Table of Organization;
- Page 19 - Request to amend the Departmental Table of Organization to delete an MEO Light position (*position number to be determined*), Grade 5, Annual Base Salary of \$26,370 and transfer the budgeted funding for this position to the unfunded MEO Medium #23 position, Grade 7, Annual Base Salary of \$29,031, as well as to delete the Laborer #47 position, Grade 2, Annual Base Salary of \$23,706 and transfer the budgeted funding

- for this position to the unfunded MEO Light #16 position, Grade 5, Annual Base Salary of \$26,370, effective on June 24, 2013;
- Page 20 - Request to fill the vacant position of MEO Light #16, Grade 5, Annual Base Salary of \$26,370, effective June 24, 2013, due to promotion; and
- Page 21 - Request to fill the vacant position of MEO Medium #23, Grade 7, Annual Base Salary of \$29,031.

Mr. Tennyson summarized that the personnel requests listed would delete three highway positions and create three new ones, resulting in a net savings of about \$5,000 annually in labor expenses while making the Department more capable. He recalled that labor positions had been created at the end of 2012 to assist with winter operations, as well as to provide positions for two staff members from the Building & Grounds Division whose positions had been eliminated in the 2013 Budget. Mr. Tennyson concluded that the personnel changes would return the Highway Division to its normal status with the necessary equipment operator positions and achieve a budgetary savings without adding new personnel.

Mr. Conover asked Paul Dusek, County Administrator, if he had previously reviewed and approved of the requests and Mr. Dusek replied affirmatively, advising that these changes would work well for the Department; Mr. Dusek noted that there was a staffing plan for the Division which would unfold well as these changes progressed.

Motion was made by Mr. Dickinson, seconded by Mr. Montesi and carried unanimously to approve all four of the above referenced personnel requests and refer same to the Personnel Committee. *Copies of the requests are on file with the minutes.*

The next agenda item, Mr. Tennyson advised, called for an update on the Middleton Bridge State Lands issue, and the conflicting opinions of two separate State organizations on the status of the State land comprising the desired relocation site for the Middleton Bridge; he asked Mr. Auffredou to provide an update on the matter. Mr. Auffredou summarized the history of the Middleton Bridge, advising that it was built in the 1800's and had been closed to both foot and vehicle traffic due to severe deterioration. When considering the rebuilding of the Bridge, he explained that an alternate site had been identified that would provide better access to residents, emergency vehicles and visitors; however, he added, the 20' strips of land located on either side of the Schroon River in the Towns of Chester and Horicon were owned by the State of New York. Upon seeking permission to use these State lands to build the bridge and create ADA (*American's with Disabilities Act*) compliant fishing access, notification had been received from NYSDEC (*New York State Department of Environmental Conservation*), that the land was considered to be Forest Preserve, and therefore, unusable, unless a constitutional amendment was granted, which was close to impossible to achieve. An opposing opinion had been received from the NYSORPS (*New York State Office of Real Property Services*) that the lands could not be considered Forest Preserve because they were donated to the State by the American Graphite Company in 1979, which prevented them from being classified in this manner, as per the Environmental Conservation Law. In an effort to resolve this issue, Mr. Auffredou said he had forwarded a letter to the NY State Attorney General, who had eventually responded that in cases such as these the Attorney General's Office refrained from releasing an opinion until comments were received from one of the State parties. He concluded that essentially, if neither NYSORPS or NYSDEC forwarded their comments to the Attorney General, the Attorney General would never offer an opinion on the issue. Mr. Auffredou advised that he intended to contact Assemblyman Stec to see if he could provide any assistance with this problem.

A discussion ensued relative to the current and proposed locations for the Bridge, as well as the reasons for relocating it.

Mr. Tennyson advised that the funding for the bridge relocation project had been removed and the project placed on hold pending a determination as to the relocation site, providing the County with at least another five years to iron this issue out. He noted that if the County decided to abandon the relocation/replacement project, they would need to identify a source of funding to remove the existing bridge before it caused damage to the Schroon River below it.

Mr. Conover apprised of a situation that had occurred on the prior Friday afternoon where he had identified a possible emergency situation and contacted a DPW staff member who was on their way home for the evening, but came back to the Town of Bolton to survey the potentially dangerous situation. He stated that this action spoke very highly of the responsive nature of the County DPW staff who were willing to respond, even after work hours.

Mr. Tennyson noted there were no Transfers or Referral/Pending Items to discuss. The review of the DPW Agenda concluded with the Items of Interest section, which was outlined, as follows:

- Beach Road Reconstruction - Mr. Hajos advised that about 95% of project was done, with the remaining work consisting primarily of plantings and placement of benches and trash receptacles which he expected to be completed within the next month or so. Mr. Dickinson noted previous problems with household garbage being put in the public trash receptacles and Mr. Hajos noted that once the project was complete, the Town of Lake George could determine whether the receptacles should be removed or relocated. Mr. Tennyson advised that another grant amendment would likely be requested for the Beach Road Reconstruction Project at a future meeting, although most of the funding for the Project was already in place. Additionally, he noted that they may have to create an alternate capital project for placement of the NYS EFC (*New York State Environmental Facilities Corporation*) grant funds contributed for monitoring of the porous pavement surface to determine its benefits.

Mr. Montesi questioned whether the NYS EFC grant funds could be used for the purchase of the vacuum sweeper equipment needed to clean the porous pavement surface and Mr. Tennyson replied that it could not because maintenance related costs were not considered eligible grant expenses.

Mr. Dickinson said he had heard there was an issue with the horses used by the carriage company that offered rides along Beach Road during summer months and Mr. Tennyson replied affirmatively, noting that the horses hooves were breaking stones on the aggregate surface, which were very noticeable because the road surface was so dark. He said Mr. Hajos was currently in contact with the owner of the carriage company to determine if a different type of horseshoe could be used to alleviate this problem.

Mr. Tennyson concluded that at some point when the Beach Road Reconstruction Project concluded, they would need to schedule a ribbon cutting ceremony which County Officials, as well as representatives of the State and Federal grant agencies would be invited to.

- Hicks Road Reconstruction
- Crane Mt. Road Bridge Replacement - Mr. Hajos recalled that at the last Committee meeting he had advised the plans and estimates for both the Hicks Road Reconstruction and Crane Mt. Road Bridge Replacement Projects had been submitted to NYSDOT. He reported that he expected to receive authorization to proceed to bid for the Hicks Road Reconstruction Project on Monday, and within a couple of weeks for the Crane Mt. Road Bridge Replacement Project. Mr. Hajos said he anticipated putting both projects out to bid in July, with the bids being awarded in August and construction beginning in September or October.

There being no further DPW business to discuss, Mr. Tennyson distributed copies of the Parks, Recreation & Railroad agenda to the Committee members, a copy of which is also on file with the

minutes.

Mr. Tennyson said the first items listed pertained to a request from Perky Granger, President of the Thurman Station Association, Inc., to waive the \$25 use fee for an event planned at the Thurman Railroad Station on June 27th. He noted that similar requests of this nature had been approved in the past.

Motion was made by Mr. Dickinson, seconded by Mrs. Frasier and carried unanimously to approve the request, as outlined above, and the necessary resolution was authorized for the June 20th Board meeting. *A copy of the request is on file with the minutes.*

Moving on, Mr. Tennyson said the next agenda item consisted of discussion on damage to the Warren County Bikeway, which it had been determined was attributed to the snowmobile trail groomer. He explained that the Safe and Quality Bicycling Committee had forwarded a letter stating their concerns with regard to safety on the section of the damaged Bikeway, following which discussions had been held with the Snowmobile Clubs and the immediate decision was made to change the section of Bikeway designated for snowmobile use during winter months as an ungroomed trail. Mr. Tennyson advised they were now seeking ways in which to repair the damages already incurred and prevent future damage from snowmobile carbines. He said they had considered the use of a hard epoxy coating; however, this created a slick surface that would not be amenable for rollerblading. Mr. Tennyson noted that the Snowmobile Clubs had been discussing the issue on their end to determine what funding they might have remaining to help make the repairs. He concluded that due to the amount of public attention the damages were receiving, they intended to make repairs as quickly as possible; he added that they were currently researching the options available and he would return to the Committee to advise further on the matter at the next Committee meeting.

Mr. Dickinson noted that the Bikeway was very popular during the summer months and he questioned how the damages would be addressed; he noted that the Bikeway was built primarily as a venue for safe bicycle riding and he expressed his concern that the damages might lead to injuries. Mr. Tennyson responded that they were currently trying to determine the best way to make repairs. He agreed that because the Bikeway received frequent use, repairs were necessary and he said he hoped to have a solution to present at the next Committee meeting. Mr. Tennyson added that he had some ideas for fixing the Bikeway, but they did not want to apply one and cause another problem and therefore they were looking for a solution to repair current damages and prevent them from reoccurring.

Chairman Geraghty questioned whether there was an immediate fix that could be applied in advance of the upcoming summer season to make repairs and prevent injuries and Mr. Tennyson replied that he did not have a definite solution available, nor the means to fund one. Mr. Tennyson added that if the Committee desired him to do so, he could move forward with immediate improvements using funding from other areas of his Departmental Budget, but the matter would need to be referred to the Finance Committee to determine a source of funding to return the monies expended; he noted that the ultimate source of funding may turn out to be reimbursement from the Snowmobile Clubs, but he was not sure how much funding they had available. Speaking as Budget Officer, Mr. Thomas noted there was funding available within the contingent fund to cover the repairs.

Discussion ensued, following which Mr. Merlino indicated that the Snowmobile Clubs could provide about \$5,000 to assist with the repair costs as they agreed that the damages had been caused by their groomer. Mr. Merlino confirmed that the Club did not intend to use the groomer on the Bikeway again and he advised they did not want this to become a negative issue which would lead the Board of Supervisors to rescind permissions to use the Bikeway as a connection to the Washington County snowmobile trail system. He said the Clubs would work with Mr. Tennyson over the next week or so

to provide immediate repairs, with discussions to continue on permanent solutions for the future.

It was the consensus of the Committee that Mr. Tennyson should move forward with immediate repairs to the Bikeway, using the funding to be provided by the Snowmobile Clubs.

Resuming the agenda review, Mr. Tennyson presented a request for a transfer in the amount of \$3,000 from Code A.7111 110, Up Yonda Farms, Salaries-Regular, to Code A.7111 130, Up Yonda Farms, Salaries-Part Time. He reminded the Committee members that during their last meeting, he had advised one of the full time Naturalists at Up Yonda had resigned in order to accept a position with the State and they were now using a part time person to fill in for the vacant position. Mr. Tennyson noted that currently, Up Yonda was staffed by two full time positions and one part time and he advised he was performing a review of the staffing at the facility and would return at a future Committee meeting to discuss a proposal to solve staffing issues. In the meantime, he continued, a transfer of funds was necessary to sustain the salary of the part time employee.

Motion was made by Mr. Conover, seconded by Mr. Taylor and carried unanimously to approve the request for a transfer of funds, as outlined above, and refer same to the Finance Committee. *A copy of the Request for Transfer of Funds form is on file with the minutes.*

Proceeding, Mr. Tennyson addressed the Items of Interest section, as follows:

- Bike Path Reconstruction - photos of the recent reconstruction of a section of the Warren County Bikeway were circulated, copies of which are on file with the minutes. Mr. Tennyson advised a 400' section of the Bikeway located between the Magic Forest Amusement Park and State Route 149 had been reconstructed to alleviate recurring issues with tree root growth that affected the quality of the bike path. He explained they had removed the path, dug beneath it and filled the hole with large stone and special fabric to inhibit the root growth before re-paving the surface. Mr. Tennyson stated that they hoped this would solve the problem.
- Hatchery Stocking Report - Mr. Tennyson advised the Stocking Report was included on page 5 of the agenda, outlining stocking activities by town, including the number, species and size of the fish that had been stocked, as well as the date that the stocking had taken place. He concluded that all of the spring stocking had been completed.

Finally, Mr. Tennyson addressed the lone Referral Item listed, pertaining to the conceptual approval of the plans submitted by The King's School for a pedestrian railroad crossing. Mr. Tennyson apprised that The King's School had been made aware that the Board of Supervisors had adopted a resolution authorizing conceptual approval, allowing them to proceed with their official engineering plans. He said once the plans were complete, The King's School would return to the Committee seeking final approval for the project.

There being no further business to come before the Public Works Committee, on motion made by Mr. Montesi and seconded by Mrs. Frasier, Mr. Bentley adjourned the meeting at 11:11 a.m.

Respectfully submitted,
Amanda Allen, Deputy Clerk of the Board